

Exhibit I

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PINNACLE TRAFFIC ENGINEERING

831 C Street

Hollister, California 95023

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May 9, 2019

Mr. Anthony Lane
299 River Road
Salinas, CA 93908

RE: River Road Dispensary Project; Monterey County, California
Trip Generation Analysis Update

Dear Mr. Lane,

Per your request, Pinnacle Traffic Engineering (PTE) has prepared an update to the original trip generation analysis (dated Nov. 27, 2018). The update includes a revision to the project site trip generation estimates and presents an evaluation of parking and access. The revised trip generation estimates are based on data provided on the project site plan prepared by Michael James Martin (a copy is attached). The revised trip generation estimates also reflect specific data for the proposed marijuana dispensary use (not included in the original trip generation analysis). The evaluation of parking and access is provided in response to comments received at the public meeting.

The project site is located on the north side of River Road in the unincorporated area south of the City of Salinas. The project site is currently occupied by a small structure (299 River Road) and a single family residential dwelling (297 River Road). The project includes a minor modification to the existing small structure (1,284 SF). The existing structure modifications are being completed to accommodate a new marijuana dispensary. The weekday hours of operation will be 10:00 AM to 7:00 PM. On-site parking will be provided for 14 vehicles (2 spaces allocated for the existing residential dwelling). Access will continue to be provided via the existing two-way driveway on River Road. The scope of the project site trip generation analysis was based on consultation with County staff.

Project Site Trip Generation Estimates

The previous use for the existing structure to be remodeled was a convenience market. Therefore, it was deemed appropriate to derive the project site trip generation estimates for the previous and proposed uses to quantify the “net” change in trip generation attributable to the proposed project. The project trip generation estimates have been derived using data in the Institute of Transportation Engineers (ITE) Trip Generation Manual (10th Edition). It’s noted that the data in the ITE Trip Generation Manual also indicates that a convenience market will only attract up to about 8% of the

River Road Dispensary_R02R

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traffic from an adjacent street during the PM peak hour. Based on the County's 2018 traffic count data and the size of the existing structure (1,284 SF), the previous convenience market use more than likely would only attract at the most 55 trips from River Road during the PM peak hour (690 vehicles per hour during the PM peak hour x 0.08). Therefore, the ITE trip rates for the convenience market use were adjusted to reflect the actual traffic volumes on River Road and the existing structure size (multiplied the ITE rates by $0.873 = 55 \text{ PM peak hour trips} / 63 \text{ PM peak hour trips}$). The ITE trip generation rates are provided in Table 1.

Table 1 - ITE Trip Generation Rates

ITE Code - Land Use	Unit	Number of Vehicle Trips per Unit				
		AM Peak Hour		PM Peak Hour		Daily
		In	Out	In	Out	
#851 - Convenience Market Adjusted Trip Rates, (a)	1,000 SF	31.27 (27.30)	31.27 (27.30)	25.05 (21.87)	24.06 (21.00)	762.28 (665.47)
#882 - Marijuana Dispensary	1,000 SF	5.85	4.59	10.92	10.91	252.70

(a) Based on adjustment for local traffic volumes on River Road

Data in the ITE Trip Generation Handbook indicates that a significant portion of retail related trips are "pass-by" and/or "diverted-link" type trips coming from traffic already on the adjacent street system. Based on the ITE data, the "pass-by" trips attracted to the previous convenience market could account for 30-35% of the total trips. Therefore, the project site trip generation estimates associated with the previous convenience market use also account for a 30% pass-by trip reduction (70% of total trips would be considered single purpose primary trips). The pass-by trip reduction was not applied to the proposed dispensary use since it will be a unique specialty retail use. The project site trip generation estimates for the previous and proposed uses are presented in Table 2.

Table 2 - Project Site Trip Generation Estimates

Project Component	Number of Vehicle Trips				
	AM Peak Hour		PM Peak Hour		Daily
	In	Out	In	Out	
<u>Previous Use:</u>					
Convenience Market - 1,284 SF (30% Pass-By Trip Reduction)	35 (-11)	35 (-11)	28 (-8)	27 (-8)	854 (-256)
Primary Single-Purpose Trips:	24	24	20	19	598
<u>Proposed Project Use:</u>					
Marijuana Dispensary - 1,284 SF (a)	0	0	14	14	324
"Net" Change in Trips (Proposed - Previous):	-24	-24	-6	-5	-274

(a) Not open before 10:00 AM on weekdays.

The data in Table 2 indicates that the proposed project (marijuana dispensary) will generate a total of approximately 324 daily trips (two-way trip ends), with 28 vehicle trips during the PM peak hour (14 in & 14 out). The data also demonstrates that the previous convenience market generated more daily and peak hour traffic than the proposed marijuana dispensary. Therefore, since the proposed use will generate fewer peak hour trips than the previous use it's concluded that the proposed project will not significantly impact local peak hour traffic operations.

As discussed in the original trip generation analysis, the proposed project is subject to the applicable development fees. The County's fee schedule is provided in the Monterey Countywide Traffic Impact Fee Nexus Study (Zone 3: Greater Salinas). The project's regional development fee is based on the schedule in the TAMC Regional Development Impact Fee Program Nexus Study Update 2018 and current "Regional Development Impact Fees" spreadsheet. Payment of the development fees provides mitigation for any potential long-term impacts related to local development. Both the Countywide and TAMC fee are based on the size of the proposed marijuana dispensary (1,284 SF). A summary of the project's development fee estimates is provided in Table 3. A copy of the TAMC fee estimate spreadsheet is attached.

Table 3 - Project Development Fee Estimates

Development Fee	Project's Fee Estimates
Monterey "Countywide" Fee (a)	\$4,422.10
TAMC "Regional" Fee	\$6,018.11
Total Development Fees:	\$10,440.21

(a) Countywide fee (\$3,444 / 1,000 SF)

The total Countywide and TAMC regional development fee estimate is \$10,440.21. However, as demonstrated in Table 2 the proposed marijuana dispensary use will generate less traffic than the previous convenience market. Therefore, if the County allows a credit for the previous use the project development fee requirement would not apply. The project applicant should discuss any appropriate credit for the previous use with County staff.

Evaluation of Parking

As previously stated, on-site parking will be provided for 14 vehicles. The Monterey County Parking Ordinance (21.58.040) requires 2 parking spaces per residential dwelling unit and 1 parking space per 250 SF for general retail. Therefore, the proposed project is required to provide at least 8 spaces for off-street parking (2 plus 1,284 SF / 250). The ITE Parking Generation Manual (5th Edition) includes specific data for a marijuana dispensary use. The ITE data indicates that the average parking generation rate is 7.19 spaces per 1,000 SF. Based on the ITE data, the project would be required to provide 10 spaces (1,284 SF x 7.19) for the proposed marijuana use. The project proposes 12 parking stalls for the marijuana use.

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Concerns were expressed at the public meeting regarding the ability of vehicles to maneuver on-site and avoid having to back out on to River Road to exit the project site. To address this issue a simulation was conducted to represent a vehicle exiting the front and rear parking areas on-site. The parking simulation was performed using the AutoTurn software and a standard passenger car design vehicle from the “A Policy on Geometric Design of Highways and Streets” published by the American Association of State Highway and Transportation Officials (AASHTO). The standard passenger car design vehicle is representative of a large 4-door sedan and exceeds the size of many current sedans and pickup trucks. The parking simulation is attached with the design vehicle profile shown in the lower left corner of the site plan. The parking simulation demonstrates that a vehicle will be able to back out of a parking space in the front and rear parking areas, maneuver the vehicle and exit the project site going forward.

Evaluation of Access

Concerns were also expressed at the public meeting regarding the deceleration and acceleration of vehicles accessing the project site. River Road adjacent to the project site has a single 12’ travel lane in each direction, a 6-7’ shoulder on the north side, and is posted with a 45 miles per hour (mph) speed limit. Based on the project site location, it’s anticipated that the majority of traffic will be oriented to and from the west. The peak hour volume of traffic estimated to enter the site from the westbound lane and the peak hour volume on River Road are well below the standard warrant criteria for a full width right turn lane (less than 60 right turn vehicles per hour) or right turn deceleration taper (less than 30 right turn vehicles per hour). The westbound shoulder will provide an area for partial deceleration when approaching the project driveway. The shoulder will also provide an area for partial acceleration when vehicles exit the project site and wish to enter the westbound lane on River Road.

Please contact my office with any questions regarding the updated trip generation analysis.

Pinnacle Traffic Engineering



Larry D. Hail, CE, TE, PTOE
President

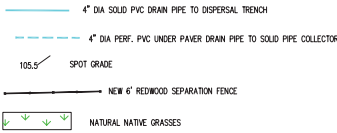


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- Attachments: Project Site Plan
- TAMC Development Fee Estimates
- Parking Simulation Exhibit

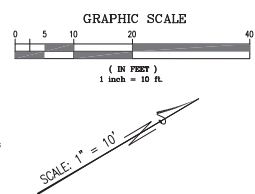
SYMBOL KEY

	NEW STAMPED CONCRETE PAVING
	NEW PERMEABLE (PERVIOUS) INTERLOCKING PAVERS
	EXISTING AC
	PROPERTY LINE
	EXISTING FENCE
	EXISTING SEPTIC PIPE
	REPLACEMENT SEPTIC SEEPAGE PIT



- INFORMATION LEGEND**
- GENERAL PLAN LAND USE: F/40 D
 - ZONING DESIGNATION: LIGHT COMMERCIAL (LC)
 - AREAS
 - EXISTING HOUSE: 1209 SF
 - EXISTING COMMERCIAL BUILDING: 1284 SF
 - TOTAL BUILDING AREA: 2493 SF
 - PARCEL AREA: 16,552 SF
 - FLOOR AREA RATIO (FAR) = 15%
 - GRADING VOLUME: 0 CY
 - TREE REMOVAL: NO TREES TO BE REMOVED
 - IMPERVIOUS COVERAGE: SEE STORMWATER DRAINAGE CALCULATIONS AND ASSUMPTIONS, BELOW.
 - REQUIRED AND PROPOSED PARKING COUNTS: SEE PARKING, BELOW.
 - WATER SERVICE: CAL. AM.
 - SEWER DISPOSAL: EXISTING ON SITE SEPTIC SYSTEMS.
 - WETLANDS, STREAMS, CREEKS, NONE
 - LANDSCAPING - NATURAL GRASSES, NO SIGNIFICANT LANDSCAPING, NO IRRIGATION.

- NOTES**
- BOUNDARY LOCATIONS SHOWN HEREIN WERE DETERMINED WITH THE ASSISTANCE OF A REGISTERED SURVEYOR. RECORD DATA A RECORD OF SURVEY WILL BE FILED WITH THE COUNTY OF MERCED RECORDS DIVISION.
 - DISTANCES SHOWN ARE IN FEET AND DECIMALS THEREOF.
 - THIS PROPERTY MAY BE AFFECTED BY EASEMENTS THAT ARE NOT SHOWN ON THIS MAP.
 - CONTOUR INTERVAL = 1 FOOT.
 - ELEVATIONS SHOWN ARE BASED ON MGS-88 DATUM. THE RECORDING IS A RECORD OF SURVEY. ELEVATION = 55.30'
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 - Ø INDICATES A 6" DIA. FROM PIPE FROM 7.5" DIA.
 - THEY TYPES ARE INDICATED BY THEIR DIMENSIONS. DIMENSIONS OF TREES ARE SHOWN IN INCHES.



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Regional Development Impact Fees

River Road Marijuana Dispensary (April 18, 2019)

Fee Calculation Worksheet

Last updated October 1, 2018

Project Name:

Date:

Select the Benefit Zone:	GREATER SALINAS
Select the Agency:	County of Monterey

Select the Land Use Type:	Fee Schedule	Enter the # of Units	Fees
1 Specialty Retail Center	\$4.69	1,284	\$6,018.11
2	\$0.00		\$0.00
3	\$0.00		\$0.00
4	\$0.00		\$0.00
5	\$0.00		\$0.00
Calculate by Fee per Trip (Only use for appeals):	\$346		\$0.00
Subtotal:			\$6,018.11
Apply discount:		0.00%	\$0.00
Apply credits:			\$0.00
Total Regional Fee:			\$6,018.11

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